

DATE DISTR 15 Dec 5

NO. OF PAGES 2

NO. OF ENCLS  
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SUPPLEMENT TO  
REPORT NO.

25X1

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1. At the end of March 1952, the main runway at the Prague-Kbely airfield was lengthened and new runways intersecting the main runway were under construction. Three bulldozers were observed working on the construction.
2. At about the same time, about 10 jet-propelled aircraft were observed on the field. Of these, three or four were MIG-15's. No jet planes were observed stationed at this field during the two months prior to 2 June 1952.
3. On 29 April 1952, the following observations were made at Kbely:
  - a. A local single-track railway line from the Satalice station (OSL/ L 89) to the airfield is under construction. The line starts from the north-western railhead and curves westwards towards the airfield. About 60 soldiers were observed working on the construction and the only tools being used were picks.
  - b. A large deep trench was being ploughed by two bulldozers. The trench ran along the railway track under construction and headed north-west. Hollow cement cylinders about 1 m long and 80 cm in diameter were being laid along the trench.
  - c. The construction of a new runway was observed. The runway started about 200 meters west of the Satalice station and ran in the WNW direction. The runway was about 2,000 m long and 30 m wide and had a dark hard surface. The runway had no fixed lighting and did not appear to be in use.
  - d. Three new wooden buildings were being erected in the south-west corner of the airfield. Their dimensions or purpose could not be determined because of the distance.

**CLASSIFICATION**

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e. On the airfield the following aircraft were parked:

15 twin-engine, propeller driven, with a double rudder;  
20 Ilyushin-type single-engine fighters;  
5 Storch-s, and  
5 ME-109.

f. Three groups each consisting of three jet fighters resembling MIG-15 were circling over the airfield. Their wings were swept back and their rudder was high above the body.

g. In the Satalice station, three railway gasoline tanks were standing on a side track. They were mounted on a three-axle carriage. The tanks had only one opening on the top. The whole carriage was covered by a small metal roof.

4. The grading and construction on the eastern part of Kbely airfield were still in progress as of 2 June 1952. Three bulldozers and two steam shovels were observed on the site. Both soldiers and civilians were employed on the construction. There were six wooden barracks for accommodation of civilian laborers, for officers and for stores. Further barracks were under construction. The spur track from Satalice (O 51/L 89) station to the eastern side of the airfield was still under construction.

5. On the morning of 30 May 1952 a military DC-3 plane took off from Kbely airfield for Warsaw.

The same military transport plane started for Budapest on 31 May 1952 at 10 a.m.;

6. The Milovice airfield (O 51/ G 10) has a concrete runway four kilometers long. MIG-15s are permanently stationed there. The jet planes which took part in the military parade in Prague on 9 May 1952 started off from Milovice airfield. About 30 MIG -15s flew in the parade, and they all had the Czechoslovak colors painted on them in the same way as other Czechoslovak military aircraft.

1. Comment: Considering the size of the cylinders it is probable that gas pipe was being laid.

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